

2002
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates
where available

Special Locality Report
120
City of Martinsville

Prepared By
Virginia Department of Transportation
Mobility Management Division

In Cooperation With
U.S. Department of Transportation
Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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City of Martinsville

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Martinsville																
57	Fayette Street	0.93	4100	G	From:	WCL Martinsville				F	0.103	F	0.504	4300	G	2002
					To:	97%	0%	1%	1%							
57	Fayette St	0.34	5100	G	From:	Pine Hall Rd				C	0.095	F	0.528	5300	G	2002
					To:	97%	0%	1%	1%							
57	Bus 220 Memorial Blvd	0.85	13000	G	From:	US 220 Memorial Blvd				C	0.085	F	0.543	13000	G	2002
					To:	95%	1%	1%	1%							
57	Bus 220 Memorial Blvd	0.25	18000	G	From:	Broad St				F	0.085	F	0.504	19000	G	2002
					To:	95%	1%	1%	1%							
57	Bus 58 Starling Ave	0.85	10000	G	From:	US 58; BUS US 220				C	0.086	F	0.557	11000	G	2002
					To:	95%	0%	1%	2%							
57	Bus 58 Starling Ave	0.15	9100	G	From:	Mulberry Rd				F	0.089	F	0.577	9600	G	2002
					To:	95%	0%	1%	2%							
57	Bus 58 Church Street	0.10	12000	G	From:	Church St Starling Ave				C	0.091	F	0.605	13000	G	2002
					To:	95%	1%	1%	1%							
57	Bus 58 Church Street	0.28	12000	G	From:	Church St Ext				F	0.096	F	0.633	13000	G	2002
					To:	95%	1%	1%	1%							
57	Bus 58 Church Street	0.26	11000	G	From:	Fairy St				F	0.098	F	0.618	12000	G	2002
					To:	95%	1%	1%	1%							
57	Bus 58 Church Street	0.13	15000	G	From:	Brookdale St				F	0.102	F	0.572	16000	G	2002
					To:	94%	1%	1%	1%							
57	Bus 58 Church Street	0.77	17000	G	From:	Hooker St				C	0.094	F	0.612	18000	G	2002
					To:	94%	1%	1%	1%							
58	Bus Memorial Blvd.	0.71	22000	G	From:	ECL Martinsville				C	0.085	F	0.567	23000	G	2002
					To:	94%	0%	1%	2%							
58	Bus Starling Ave	0.85	10000	G	From:	SCL Martinsville				C	0.086	F	0.557	11000	G	2002
					To:	95%	0%	1%	2%							
58	Bus Starling Ave	0.15	9100	G	From:	Memorial Blvd				F	0.089	F	0.577	9600	G	2002
					To:	95%	0%	1%	2%							
58	Bus Church Street	0.10	12000	G	From:	Mulberry Rd				C	0.091	F	0.605	13000	G	2002
					To:	95%	1%	1%	1%							
58	Bus Church Street	0.28	12000	G	From:	Church St Starling Ave				F	0.096	F	0.633	13000	G	2002
					To:	95%	1%	1%	1%							
58	Bus Church Street	0.26	11000	G	From:	Church St Ext				F	0.098	F	0.618	12000	G	2002
					To:	95%	1%	1%	1%							
58	Bus Church Street	0.13	15000	G	From:	Fairy St				F	0.102	F	0.572	16000	G	2002
					To:	94%	1%	1%	1%							
58	Bus Church Street	0.77	17000	G	From:	Brookdale St				C	0.094	F	0.612	18000	G	2002
					To:	94%	1%	1%	1%							
174	Liberty St	0.49	7900	G	From:	Hooker St				F	0.093	F	0.519	8300	G	2002
					To:	95%	1%	3%	1%							
174	Liberty St	0.20	9100	G	From:	NCL Martinsville				F	0.088	F	0.560	9600	G	2002
					To:	95%	1%	3%	1%							

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						2Axle	3+Axle	1Trail	2Trail								
City of Martinsville																	
174	Liberty St	0.60	11000	G	From:	Clearview Dr				C	0.088	F	0.621	11000	G	2002	
					To:	Commonwealth Blvd											
Bus 220	Bus 58	Memorial Blvd.	0.71	22000	G	From:	SCL MARTINSVILLE				C	0.085	F	0.567	23000	G	2002
						To:	STARLING AVE										
Bus 220	Memorial Blvd	0.25	18000	G	From:	Broad Street				F	0.085	F	0.504	19000	G	2002	
					To:	Broad Sreet											
Bus 220	Memorial Blvd	0.85	13000	G	From:	Fayette St				C	0.085	F	0.543	13000	G	2002	
					To:	NCL Martinsville											
457	Combined Traffic:	0.59	11000	G	From:	Sr 57 Bus US 220 Memorial Blvd				F	0.091	F	0.503	12000	G	2002	
		16000	G	97%	0%	1%	1%	1%	0%								F
457	Market St	0.20	6700	G	From:	Fayette St				F	NA		NA			2002	
					To:	Commonwealth Blvd											
457	Commonwealth Blvd	0.56	16000	G	From:	Market St				F	0.093	F	0.53	17000	G	2002	
					To:	Northside Dr											
457	Commonwealth Blvd	0.36	20000	G	From:	Fairy St				C	0.088	F	0.56	21000	G	2002	
		0	G	97%	0%	1%	1%	1%	0%								0.088
457	Commonwealth Blvd	0.48	6800	G	From:	Fairy St				F	0.094	F	0.577	7200	G	2002	
		0	G	97%	0%	1%	1%	1%	0%								0.094
457	Chatham Rd	0.99	5900	G	From:	Chatham Rd				C	0.101	F	0.629	6200	G	2002	
					To:	Commonwealth Blvd											
457	Combined Traffic:	0.61	5400	G	From:	US 220 Memorial Blvd				C	0.096	F	0.529	5700	G	2002	
		16000	G	98%	1%	0%	0%	1%	0%								F
457	Fairy St	0.29	9000	G	From:	SR 457 Commonwealth Blvd				F	0.099	F	0.545	9500	G	2002	
		0	G	98%	1%	0%	0%	1%	0%								NA
4501	Mulberry Rd	1.41	5400	G	From:	Bus US 58 Church St				F	0.090	F	0.662	5700	G	2002	
					To:	Lanier Rd											
4501	Mulberry Rd	0.21	6200	G	From:	Spruce St				C	0.093	F	0.749	6500	G	2002	
					To:	Rives Rd											
4501	Mulberry Rd	0.18	9700	G	From:	US 58 Bus Starling Ave				F	0.105	F	0.632	10000	G	2002	
					To:	Starling Ave											
4501	Market St	0.87	9500	G	From:	Church St				C	0.09	F	0.532	10000	G	2002	
					To:	Market St											
4502	W Church St	0.36	3000	G	From:	Broad St					0.101	F		3100	G	2002	
					To:	Ellsworth St											
4502	E Church St	0.12	4500	G	From:						0.107	F		4800	G	2002	
					To:												

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						2Axle	3+Axle	1Trail	2Trail							
City of Martinsville																
(4502) E Church St	0.33	5600	G	From: Ellsworth St	97%	0%	1%	1%	0%	F	0.111	F		5900	G	2002
				To: Starling Ave												
(4504) Commonwealth Blvd	1.00	13000	G	From: WCL Martinsville	97%	0%	1%	1%	0%	C	0.088	F	0.524	13000	G	2002
				To: Market St												
(4506) Stultz Rd	0.73	4100	G	From: WCL Martinsville	97%	0%	1%	1%	0%	F	0.092	F	0.556	4400	G	2002
				To: Liberty St												
(4506) Clearview Dr	0.08	13000	G	From: Liberty St	97%	0%	1%	1%	0%	F	0.088	F	0.578	13000	G	2002
				To: Northside Dr												
(4506) Clearview Dr	0.14	7300	G	From: Northside Dr	97%	0%	1%	1%	0%	F	0.088	F	0.551	7700	G	2002
				To: Barrows Mill Rd												
(4506) Clearview Dr	0.86	3100	G	From: Barrows Mill Rd	94%	1%	2%	3%	0%	C	0.097	F	0.636	3300	G	2002
				To: NCL Martinsville												
(4507) Rives Rd	1.34	6700	G	From: SCL Martinsville	95%	0%	1%	2%	0%	C	0.102	F	0.633	7000	G	2002
				To: Circle Ct												
(4507) Rives Rd	0.34	4300	G	From: Circle Ct	95%	0%	1%	2%	0%	F	0.107	F	0.659	4500	G	2002
				To: Mulberry Rd												
(4509) Rivermont Heights	0.39	1800	G	From: SCL Martinsville	95%	0%	1%	2%	0%	F	0.104	F	0.535	1900	G	2002
				To: Memorial Blvd												
(4511) Forest St	0.56	2500	G	From: Starling Ave	96%	1%	2%	1%	0%	F	0.091	F	0.563	2600	G	2002
				To: Smith Lake Rd												
(4515) Askin St	0.97	NA		From: 44-801 SCL Martinsville						NA				NA		
				To: C4US 220												
(4517) Spruce St	0.23	5700	G	From: Mulberry Rd	96%	1%	2%	1%	0%	F	0.091	F	0.566	6000	G	2002
				To: Parkview Ave												
(4517) Spruce St	0.39	6000	G	From: Parkview Ave	96%	1%	2%	1%	0%	C	0.094	F	0.646	6300	G	2002
				To: Brookdale St												
(4517) Spruce St	0.44	7900	G	From: Brookdale St	96%	1%	2%	1%	0%	F	0.104	F	0.640	8300	G	2002
				To: ECL Martinsville												
(4519) Brookdale St	0.53	10000	G	From: Church St	96%	1%	1%	1%	0%	C	0.093	F	0.579	11000	G	2002
				To: Parkview Ave												
(4519) Brookdale St	0.41	6300	G	From: Parkview Ave	96%	0%	1%	1%	0%	C	0.094	F	0.615	6600	G	2002
				To: Spruce St												
(4521) Parkview Ave	0.32	1200	G	From: Mulberry Rd	95%	0%	1%	1%	0%	F	0.104	F	0.511	1200	G	2002
				To: Spruce St												
(4521) Parkview Ave	0.17	3300	G	From: Spruce St	95%	0%	1%	1%	0%	C	0.088	F	0.532	3400	G	2002
				To: Brookdale St												
(4523) Cleveland Ave	0.36	4700	G	From: US 58 Bus Starling Ave	95%	0%	1%	1%	0%	F	0.104	F	0.502	5000	G	2002
				To: Church St												
(4525) Broad St	0.45	1800	G	From: Memorial Blvd	89%	1%	1%	5%	0%	C	0.105	F	0.662	1900	G	2002
				To: Market St												
(4525) Broad St	0.18	1200	G	From: Market St	89%	1%	1%	5%	0%	F	0.108	F	0.551	1300	G	2002
				To: Church St												

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						2Axle	3+Axle	1Trail	2Trail							
City of Martinsville																
(4527) Bridge St	0.43	6500	G	From:	Memorial Blvd				C	0.088	F	0.522	6800	G	2002	
				To:												
(4527) Bridge St	0.17	2600	G	From:	Market St				F	0.099	F	0.754	2800	G	2002	
				To:												
(4527) Bridge St	0.16	1800	G	From:	Church St				F	0.122	F	0.804	1900	G	2002	
				To:	Main St											
(4529) Ellsworth St	0.18	3400	G	From:	Market St				F	0.112	F	0.598	3600	G	2002	
				To:	Church St											
(4529) Lester St	0.35	6700	G	From:	Commonwealth Blvd				C	0.097	F	0.593	7100	G	2002	
				To:												
(4531) Walnut St	0.05	1800	G	From:	Church St				F	0.101	F		1900	G	2002	
				To:	Main St											
(4531) Franklin St	0.09	2300	G	From:	Main St				F	0.106	F	0.812	2500	G	2002	
				To:	Jones St											
(4531) Franklin St	0.61	1300	G	From:	Liberty St				F	0.112	F	0.659	1300	G	2002	
				To:												
(4533) Jones St	0.06	2400	G	From:	Liberty St				F	0.099	F		2600	G	2002	
				To:	Fayette St											
(4533) Jones St	0.04	3600	G	From:	Fayette St				F	0.105	F		3800	G	2002	
				To:	Main St											
(4533) Bridge St	0.05	1800	G	From:	Main St				F	0.12	F		1900	G	2002	
				To:	Church St											
(4535) Northside Dr	0.80	7700	G	From:	Commonwealth Blvd				C	0.095	F	0.591	8100	G	2002	
				To:	Clearview Dr											
(4539) Hooker St	0.39	6700	G	From:	Church St				F	0.097	F	0.568	7000	G	2002	
				To:	Commonwealth Blvd											
(4541) Barrows Mill Rd	0.67	2300	G	From:	Clearview Dr				F	0.093	F	0.719	2400	G	2002	
				To:	NCL Martinsville											
(4542) Hairston St	0.53	1600	G	From:	Starling Ave				C	0.114	F	0.543	1700	G	2002	
				To:	Rives Rd											
(4543) Moss St	0.05	2000	G	From:	Church St				F	0.112	F	0.86	2100	G	2002	
				To:	Main St											
(4543) Main St	0.13	1500	G	From:	Moss St				F	0.116	F		1600	G	2002	
				To:	Jones St											
(4543) Main St	0.04	3100	G	From:	Jones St				F	0.100	F		3200	G	2002	
				To:	Franklin St											
(4543) Main St	0.25	1900	G	From:	Franklin St				C	0.119	F		2000	G	2002	
				To:	Clay St											
(4543) Clay St	0.04	3500	G	From:	Main St				F	0.099	F		3700	G	2002	
				To:	Church St											
3rd St		920	G	From:	C St					0.098	F		970	G	2002	
				To:	D St											

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						2Axle	3+Axle	1Trail	2Trail							
Glade St.		430	G	From:	Luck St.					0.096	F		450	G	2002	
				To:	Ainsley St.											
Highland St		290	G	From:	Clift St					0.127	F		310	G	2002	
				To:	Branch St											
Knollwood Place		NA		From:	Mulberry Road					NA			NA			
				To:	River Forest Place											
Oakgrove Ave		220	G	From:	Ranson Rd South					0.116	F		240	G	2002	
				To:	Ranson Rd North											
Randolph Street		NA		From:	Church Street Ext					NA			NA			
				To:	Madison Street											
River Forest Pl		210	G	From:	Knollwood Pl					0.116	F		220	G	2002	
				To:	Morningside La											
Root Trail		570	G	From:	Cherokee Trail					0.093	F	0.563	600	G	2002	
				To:	Corn Tassel Trail											
Spruce St.		4400	G	From:	Indian Trail					0.103	F		4700	G	2002	
				To:	Prospect Hill Dr											